DOUBLE SHEET.

OUR RELATIONS WITH SPAIN.

HIRPORY OF THE CRESCENT CITY AFFAIR.

Treatment of American Vessels by the Cuban Authorities.

INSURES TO THE AMERICAN FLAG.

IMPORTANT FROM WASHINGTON.

Most Extraordinary Letter from President Fillmore to Collector Maxwell.

The Position of the Government Defined.

The Opinions and Conversations of Mr. Geo. Law Misrepresented.

TRUE STATEMENT OF THE CASE.

SAILING OF THE CHEROKEE.

INTERESTING CORRESPONDENCE. ko. . . ko. . ko.

The steamship Cherokee sailed at three o'clock on Saturday afternoon, for Havana and New Orleans. She carried out little or no cargo, and the following passengers:-

The Cherokee took the place of the Crescent City, one into dock for repairs, and is commanded by Cant. Baxter, late of the El Dorado. The United States mails, by order of government, did not go in her, but are to be sent in the Isabel, from Charleston. She will touch at Havana to land Mr. George Rouperick, one of her passengers.

The departure of the Cherokee, taken in connection with the extraordinary letter of President Fillmore to Collector Maxwell, relative to the Crescent City effair, produced considerable excitement in town on Saturday and yesterday. As our rela-tions with Cube and Spain are placed in a peculiar position by these movements, a history of the troubles between Messrs Gorge Law & Co., on one side, and the Cuban authorities and the American government on the other, will be of some importance

The several articles in the Washington Republic, (official,) stating, before the recent election, that the administration had taken high American ground in our difficulty with the Cuban authorities, induced us to obtain all the facts in the case We accertained that there had been a correspondence be-tween Mr. M O. Roberts and Mr George Law, of this city, and Mr C M Courad, the Acting Secretary of State, relative to the treatment of the ships of the steamship company, and of the Crescent City in particular, containing a history, in brief, of the repeated insults to the American flag by the existing government of Cuba. These letters, which ere published in the New York HERALD of th 28th ult , are very interesting, and are as follow:-MR. M O. ROBERTS TO THE ACTING SECRETARY

UNITED STATE

UNITED STATES Mail STEAMSHIP COMPANY,
NAW YORK October 6 1892.

How. C M. Conrad. Acting Secretary of State.

Riv. I have the honor to state to you that we learn by

New York. October 6 1832.

New York. October 6 1832.

Sir—I have the honor to state to you that we learn by telegraph from New Orl-ans this aftersoon, that the United States mell steamelip Orecent City, Osptain Porter, U.S. N. on her arrivat at Havana from this port, whose she sailed on the 27th ultimo, with unils, passengers and freight, was peremptorily expelled from the harber, without being allowed to have any communication with the shore to deliver her mails or discharge her freight, or to land her passengers designed for that port, and that the protest of her commander was treated with scorn. She was accordingly compelled to proceed, with her mails passengers and freight to New Orleans.

This is not the first to tame in which the ships of this company and that American flag have been subjected to injury and insuit by the dubae authorities. The Ohio, commanded by an officer of the United States Navy, and conveying the government mails was ordered without cause or provocation and against the protest of her commander, to an unsafe and bazardous anchorage unfer the guns of the More Castle or forthwith to leave the harbor, without being permitted to land her mails or froight, or to obtain her usual supply of coal. The Falcon also commanded by an American mays officer, and conveying the mails, was fired upon and boarded on the high cast by a Spanish vestel of war. The Philadelphia, also having on board the United States mails entered the port of Havans, their usual place of coating and obtaining supplies,) in distress destitute of coat and provisions sufficient to pursue her voyage, and with many of her passengers sick, after being ordered to quarantine, and having proceeded thither, the was ordered several miles outside, and then peremptorily driven from her auchorage, without being allowed to receive on board her coal and provisions, then alongeds for the wast of which her passengers and crew would be subjected to suffering and was compelled to go to sa, to be imminent danger and safety of the elip, and with

persons on board.

This systematic course of insult and outrage has been followed out by expelling the Crescent City, in the service of the government of the United states, and commanded by an American naval officer, from the harbor of Havana, denying to her all communication with the American consul or with her consignees, or to land her mails assessments or fright.

mails, passengers or freight.

The conduct of the Canan authorities in their repeat-

the affairs of that government, and I have no reason to think that these instructions have not been fully compiled with.

We have foreborne to call the attention of our government, beyond the reports of the commanders of the steamers to the insults by Guban officials to which the ships of this company and the American dag, have been heretofore subjected from a desire to avoid everything that might lead to irreation between the two governments, and from a belief that a knowledge of the unfounded anture of the attegations on which they pre-tended to act would prevent their repetition. But we feel it due, not less to the public interest conflicted our charge, than to our own interests, and the interests of American cliusons engaged in a passorful and lawful commerce, to bring these facts to the consideration of the American government; and to ack whether, whilst the steamers of other nations are allowed freely to enter the port of ilivana, and to maintain their commercial relations and business intercourse unmolested, the Guban authorities are authorized to exclude or forcibly eject American vessels, and especially those employed in the postal service of the United States, upon protect or idle assumption, without contravening the treaty and posfal arrangements between the two governments, and the maritime rights of our cliuson? For if such be the case of things our commerces with the Spanish por sessione on this continent is altoucher at the mercy of any capitee or prejusies, or arbitrary dictum of the colonial authorities. And we begalasto solient, as American citizens in the service of the government, and required by it to deliver its matte, protection and reduces; for to be allowed to referea the giverage and repsite insult to our national flag with such mean, and in part of the insult to our national flag with such mean, and in

such manner, as we shall deem equal and due to self-protection.

I have the honor to be with high respect, your obe-dient servant

By order of the United States Mail S'esmehlp Com-pany.

M O. ROBERTS, Agent.

MR. GEORGE LAW TO THE ACTING SECRETARY OF

MR. GEORGE LAW TO THE ACTING SECRETARY OF STATE.

OFFICE OF THE U. S. Mail. STRAMSHIP COMPANY, NEW YORK. October 23, 1862.

HON. C. M. Cowrad, Acting Secretary of State,
Sir—Mir Roberts had the honor to address you on the othe lessed of Cuba towards the steamships of this company, and especially in relation to the Creacest City.

I await your reply to this communication to determine the course of the company. The 27th just being the sailing day of the next tessems for New Orleans, via Havana. We are daily inquired of whether mails and passengers can be allowed to land, and whether the Guban authorities are to be permitted to centime the source towards the ships of this company of which the government of the United States have been herefore apprised. I have the honor to be, very respectfully your obedient servant.

ACTING SECRETARY OF STATE TO MR. GEORGE LAW.

DEFARMENT OF STATE,
WASHINGTOR October 25, 1852.

Te Grord Law, Eq., New York,
Sit—Your letter of the 3d inst, has been received. As no intelligence has reached this department from Cuba since that which was brought by your secamor. It has no means of knowing the intentions of the authorities of the island, other than what you possess yourself, and cannot, therefore inform you whether mails or passengers will be permitted to land there or not. It may however, be inferred from the past proceedings of the authorities, that mells and passengers conveyed in the steamer Creecent City, will not be permitted to land there, in case the individual named Wm Smith should remain on board of her. I am, sir, very respectfully, your obedient servant.

(Signed)

C. M. CONRAD, Acting Secretary.

(Signed) C. M. CONRAD, Acting Secretary. The conduct of the Cuban government and the administration at Washington to this point is thus summed up in the Demoratic Review of October :-

The authentic history of these in-ults and aggressions, in the instance of the single commony to which that wested belongs, is worth recapitulating:—
Under General Taylor's administration, Mr. B. Johnson, the agent for the company, was sent down to select the best site for a dock, and prepare maps and charts of the same. He did so, and on his return to Havana—as shut up for two months in the More Castle, fined 1:000 for no offence, and wishout over being able to obtain redress or reparation.

for two motions in the serior challete, since it is not for no officere, and without over being able to obtain redress or reparation.

The next case is that of the Ohio, a ship belonging to the same U. S. Mail Company:—
Entering the pert of Hawan, as usual, with mails, passengers and freight it was forced instead of taking up its accustomed pia, ot os sucher under the guns of Moro Castle, and out off from all communication with the shere. Obtaining, at length, permission to land, through the intercession of a cor signee, Lieutemant Schench, after being twice vexationsly an insultingly detained, was marched, in his United States uniform, through the streets of Havans, in custody of a subsition system officer, up to the American consulate, Engaged in peaceful and legitimate commerce with the Island, he protected against the insult offered to his fing, his person, and his ship, and remonstrated against the danger accruing to her from being cribbed in a narrow entrance, and exposed to being driven on its rooky shores. He was answered shopaulty, "That if he did not like his berth, he might put to sea."

The next is the case of the Falcon, commanded by Lieutenant Rodgers:—
She was fixed into on the back castless of the Salcon, commanded by Lieutenant Rodgers:—

Then we have the case of the Philadelphis:—

That steamer, also engaged in the service of the United States, had on beard its government mails. When passing Cape antonic, on the coast of tube, on her voyage from Aspinwall to Havara and Nav Gorans, the land breest from the Island of Cube brought with an atmospherical state of the control of the service of the servi Then we have the case of the Philadelphia :-

On the 10th inst , the continuation of this history appeared in the Naw York HERALD, in the following correspondence, exhibiting the imbecility of the course of the administration in this affair:-

COURSE Of the administration in this affair.—

OFFICE OF THE U.S. MAIL STEAMBHIF COMPANY, NEW YORK NOT. 9. 1852.

TO JAMES GORDON BENNETT, Esq., Editor and Proprietor of the Herald.

Dear Sir—Enclosed is a despatch received from our agent at New Orleans, by telegraph, by which it appears that while the Acting Secretary of State, C. M. Conrad, was giving to the Spanish Minister at Washington the assurance that Captain Porter and Purser Smith were to be removed from the Crescent City and not to be again allowed to return he was putting forth in the official orbe removed from the Crescent City and not to be again allowed to return he was putting forth in the official organ of the administration. (the Republic.) that the government was taking efficient measures to viodicate the rights of American efficient measure upon Porter from the Creecent City to the Georgia, both of which acts the company declined doing, believing them, as they do now, that it was eating an unjust censure upon respectable citizens, who had only done their duty to the government, to their employers, and to their country. This was the object in telegraphing for Mr. Roberts, the agent of this company, to come to Washington; and the removal of Captsio Porter and Purser Smith was insided upon by the acting Secretary of State, C. M. Conrad. All there facts show how far our citizens can rely upon that functionary for the vindication of their rights against foreign aggression and how feeble and in efficient our government must become if influenced or controlled by such councils. Very sespectfully your obedient servant,

GEORGE LAW, Precident.

P. S.—You are at liberty to publish in the firstant the enciosed despatch and letters, for the information of the public.

MR. GEORGE LAW TO THE ACTING SECRETARY OF STATE.

OFFICE OF THE U. S. MAIL. STEAMSHIP Co., NEW YORK Oct 27, 1852.

HON C. M. CONNAD. Acting Secretary of State.

Sir—I had this day the honor to receive your letter of the 25th inst.

On the 6th instant we addressed the Department of

On the 6th instant we addressed the Department of State a letter, detailing at some longth the grievances of which this company feels it has a right to complain, in relation to the course, on various occasions, of the au-thorities of the Island of Cuba, towards the ships of this compeny; and we respectfully requested to be advised as to our own rights and whether the government of Cuba were justified in pursuing the course above alluded to

as to our own rights and whether the government of Cuba were justified in pursuing the course above alluded to.

Our motives in writing that letter were to bring to the motice of our government, which we felt bound to do, ertain acts of a foreign government, which we sould not but regard as oppressive and nujust towards this company, and to American citizens and shiopers engaged in lawful commerce with that power and also, as an insuit to the flag of our country. The company supposed that the authorities of the Island of Cuba had no right to dictate to our own government, or to the owners of American ships, who should be employed on board of them, or to make a compliance or non compliance with their directions in relation to the employees on board of them. If these impressions were not well founded, we supposed that we should be so avivised by the Department of State. If they were well founded, we had as we supposed that we should be so avivised by the Department of State. If they were well founded, we had as we supposed a right to expect from our government protection gainst the ipiury. We have, as yet received no reply from the Department of State to our extre of the 6th in atom through andersead in duplicate, both to Washington and Marchfield; and the letter of the acting Secretary of State, of the 25th instant, in reply to my letter of the 23d fails to afford us the desired information. Every day's delay is and has been a great loss to this company, extremely detrimental to the commercial interests of the country, and more than all subjects us if co ract in our impression to the humiliar ion of smbmitting to wrong I desire respectively to say that it was less our intention to inquire what course the government of Cubawould pursue, than to accertain what interpretation our own government gave to the rights of American citizens, and of this company, in order to know how far we would be able to comply my in order to know how far we would be able to comply my in order to know how far we would

ACTING SECRETARY CONRAD TO MR LAW.

DEFARTMENT OF STATE,

WASHINGTON, Oct 30, 1852.

To Gro Law. Esq., New York.

Sir—Y. ur letter of the 27th inst. has been received
That of the 0th inst. to which it refers, was addressed
to this department by Mr. M. O. Roberts
In consequence of the information it contained, that
gentimen was requested to repair to Washington. He
did so and had a long conversation with me in relation
to the occurrence at Havaos. He is therefore, fully apprised that the subject has engaged the earnest attention
of the department.

I have only to add in reply to your own letter, that as
soon as the department could obtain authentic information of the occurrences referred to they were made the
subject of a communication to the government of spain.
When an unswer to that communication is received it
will probably be made public
In the meantime. I must be excused from giving you
any information or advice on the subject.

any information or solvice on the subject.
You may test assured, however, that neither the honor nor the interests of the country will be neglected.
I am, sir, very respectfully your obscilent servant,
C. M. CHNRAD, Acting Scoretary.

After the above had appeared before the public we received the following documents, which com-

plote the narrative of this most extraordinary affair

plete the narrative of this most extraordinary affair to the present time:

The Administration and the Crescent City.

[From the Washington Republic, Nov. 27.]

As the presses in the interest of Mr. George Law persist in their efforts to misrepresent the position of the administration in reference to the conduct of that gentleman and his management of the Crescent City, we have obtained permission to publish the following copy of a private letter addressed by the President to the Collector of New York. Mr. Fillmore, it will be seen, expresses the determination we have always attributed to him, to maintain the rights of the country as against Soain, and at the same time to bring into play the full powers of the government to restrain all lawlessness, and all attempts at lawlessness, on the part of any of our citizens.

[PRIVATE]

WASHINGTON, NOV. 12, 1852

Hon Hugh Maxwell, New York City— Your note of yesterday came to hand this morning, in which you state a conversation you have had with Mr. George Law, from which you learned that the "Crescent City will go to Cuba and enter the port of Havana in de-Cance of the Spanish authority; and if fired upon, she will be surrendered and that then he and others will immediately commence hostilities against the island." You say, also, that " he desires to know whether he is right in persisting in the pursuit of his lawful business, and that if the government shall tell him he must not go he will not go If, however, the government says nothing against his going, he will infer he has a right to go." You say, also that "he professes to be friendly to me and my administration" Of the sincerity of this latter profession one can best judge by reading his letter 10th inst. But in regard to the chief matters of your letter, per-

mit me to say that. in the first place, I do not admit the right of Mr Law or any other private citizen, to threaten a war on his own account, for the purpose of seeking redress for real or imaginary injuries, and then to call upon the government to say whether it approves or disapproves of such conduct, and assume its approbation unless the act is forbidden. The Constitution of the United States has vested in Congress alone the power of declaring war, and neither the Executive branch of the government, nor Mr. Law, has any right to usurp that power by commencing a war without its authority; and if he shall attempt it it will be my duty, as it is my determination to exert all the power confided to the Executive government by the Constitution and laws, to prevent it. I am resolved, at every hazard, to maintain our rights in this controversy as against Spain, and I am equally resolved that no act of our own citizens shall be permitted to place this government in the wrong. Mr Law has an undoubted right to pursue his lawful business; but when a question is raised between this government pursues is lawful, or pursued in a lawful manner, the decition of that question belongs to the two governments and not to him. If the object be to assert his right to enter the port of Havana with such persons as he may choose to select, in defiance of the laws and government of Spain he has certainly done enough to present that question for the decision of the governments of Spain and the United States; and the negotiation has already commenced, and our rights, as we understand them have been asserted and, as I said before, will be maintained; but the act of this government canno be controlled by the interference of any individual; and it is entirely unnecessary that Mr. Law should repeat these attempts for the purpose of settling this controversy; and if he wilfully does so, and in so doing violates the laws of a foreign nation within its own jurisdiction, and thereby loses or forfeits his vessel he can expect no indemnity for such an act of folly from this government We regulate the terms and conditions upon which all for eign vessels shall enter our ports, and we fix the penaltic for a violation of our laws; and the right to do so we shall never suffer to be questioned by foreigners, and we do not result of the negotiations between the two governments This is a question not to be settled between him and Cubanor even between the United States and Cuba but be tween the United States and Spain, which alone is respon

sible for the conduct of the Governor of Cuba. I write in some haste, as the mail is closing ; but you are at liberty to make known the contents of this letter to Mr. Law, and to inform him, that as a good citisen, I presume he will not attempt any violation of our neutrality laws, by attacking toba.

(Signed) MILLARD FILLWORE.

We understand—and it is due to Mr. Law to say
—that, when apprized of the coatents of the above
letter, he remarked that his intentions in relation
to making war upon Cuba had been misunderstood
he Mr. Masswell

The subsequent course of the Crescent City, guided, it is presumed, by the instructions of the steamship company, has forced upon the government further action in the premises. Passed Mid-The subsequent course of the Grescent City, guided, it is presumed, by the instructions of the steamship company, has forced upon the government further action in the premises. Passed Midshipman Davenport has been removed from the command of the steamer; and we believe that no other officer of the navy will be permitted to enter the service of the company so long as its managers adhere to their present practice of converting the visits of their reasols into a source of annoyance to the Spanish officials. With the view of preventing a repetition of the lajury which the failure to ensure the delivery of the Havana mails inflicts upon the mercaptile classes of Cuba and of our own country, the Postmaster General has directed that the mails shall not be again despatched in the Crescent City, or in any other of the company's steamers which may have Purser Smith on board. In that case the mails will be transmitted to Charleston, and thence by the steamship label to Guba. The Crescent City will thus be stripped of all semblance of official character or patronage. If Mr. Law choose to retain Purser Smith on board, the Crescent City will sail as a private steamer, commanded by a merchant captain, and having no pretence to claim immunities or consideration as an agent of the government. The authorities of Cuba may deal with it as with any other versel violating their local laws and regulations; and the consequences will rest upon Mr. Law's head. Our government will stand acquitted by Spain and by this country of all participation in conduct that is calculated and designed to annoy one, and to increase existing irritation in the other. In doing this, the administration does not prevent Mr. Law from the "pursuit of his lawful business." Other merchants and shipowners experience no difficulty in their intercourse with Havana. They go and come without icjury or molestation; and they never dream of calling upon their government to protect them from the police regulations of Havana, or to wage war against Spain because her Cuba his steamers at a large advance upon their setual value, as circumstances that might make a war with Spain desirable to him, however unprofitable to others. But of these conjectures we do not speak, for they do not pertain to the points at issue between us. Our aim now is to show that the soministration is resolved to fulfit the obligations which it owes to the citizans of the United States and to the government of Spain, and that to the extent of its power it will crush every attempt to compromise the peace existing between the two countries, whether avowed as by the Lopez expedition, or disguised under the pretence of "lawful business," as in the case of the Crescent City.

The President and Mr. Law.

THE CONVERSATION BETWEEN MESSES MAXWELL AN The telegraph brings a copy of a letter from the resident of the United States, addressed to Mr. Maxwell, Collecter of the Port, in relation to Mr Law and the Cuban difficulty.

The history of this letter, so far as Mr. Law is concerned, is as follows :-

On the 14th just. Mr. Maxwell addressed a note to Mr Law, inviting an interview. Mr. Law called at he Collector's office on the same day, and Mr. Maxwell read to him an extract of a letter which he

said he had previously written the President, preterding to give the language of an interview on or about the 11th inst The Collector's letter stated that Mr. Law had said to him, that he should send out the Crescent City, and if the vessel was fired upon she should be surrendered, and he would go to war with the government of Cuba. Mr Law immediately replied, that he had made no such declaration- hat the idea of his going to war with Cuba was nonsense-and that in making a statement to this effect to the President, he (the Collector) had misrepre sented him. That which he did say was, that the Corcent City had gone out, and would land at Havana as usual, and that if she was fired upon and hit, the ship, being unarmed, would be surrendered and the officers and crew remain at Havana as prisoners; and that upon such a question, the country would go to war if the outrage were not redressed, or he was mistaken in his estimate of the character and temper of the American people. Mr Maxwell promised to write to the President, and correct his

mis statement. On the following day, (15th inst.) Mr. Maxwell sent to Mr. Law a letter containing these mis-state-ments, which he had promised to correct, dated back to the 1st November, and a portion of it purporting to be the substance of a letter addressed to him by the President. Of this letter, Mr. Law took no no tice, for the reason that so much of it as purported to be the Collector's own letter to the President, he knew to be incorrect, and he thought it not improbable that he may also have mis-stated that of the President; but if he had not, the President's letter was based entirely upon the mis statements of the Collector. Had the President's letter, or a copy of it, been sent to Mr. Law, without the introductory mis-statement of Mr. Maxwell, Mr Law would at once have replied to it, with the respect due to the chief magistrate of the nation. Mr. Law has had no correspondence with Mr. Maxwell, and preferred not

The following is the correspondence between Mr. Postmaster Brady and Mr. Roberts, in relation to the Havana mails; and also the letters addressed by the American Consul and acting Consul to Lieut. Davenport :-

MR POSTMASTER BRADY TO MR M. O ROBERTS POST OFFICE, NEW YORK, NOV 26, 1852. Six--I am this morning in receipt of a letter from the Postmaster General, an extract from which I annex, viz :- "You will not hereafter despatch the Havana mails either by the Crescent City or any other vessel

cannot be safely landed at that port " Will you therefore be kind enough to advise me as early as possible whether Mr Smith will go out on the Cherokee on the 27th instant, in order that I may act in accordance with the instructions contained in the Postmaster General's letter ?

with Mr. Purser Smith on board, or by which the mails

W. V. BRADY, P. M.
M. O. Romerts, Esq. Per G. W. JENKINS, Sec. MR. ROBERTS TO MR. BRADY. OFFICE OF THE UNITED STATES MAIL.
STRAMSHIP COMPANY,
NEW YORK, NOV. 26, 1852.

Very respectfully your obedient servant,

Bin-I have the honor to acknowledge the receipt through you of the letter of the Postmaster General, directing you not to send forward the mails for Havana on any steamer of this company of which Purser Smith may be on board.

Mr. Smith had been shipped as Purser of the Cherokee. which steamer takes the place of the Crescent City, at the receipt and at the date of the letter of the Postmaster

As the government or the Postmaster General has not favored us with any oberge against Mr. Smith, and as we know of none ourselves, we see no good reason why he should be deprived of employment. He has uniformly discharged his duties with fidelity and good conduct, and has not, in any manner, goue out of the line of his duty, since he has been in the service of this company. Whenever we are informed, from any quarter connected with our government, of any misconduct of Mr. Smith, we

The Cherokee is prepared to take the Havana mails, and we shall send our cart for them at the usual hour. Very respectfully, your obedient servant, M. O. ROBERTS,

t of the United States Mail Steamship MR. BRADY TO MR. ROBERTS. POST OFFICE, NEW YORK, NOV 27, 1852.

Sin-Yours of this day's date is at hand in relation to ing mails for Havana by any of your steamers to which

Purser Smith may be attached.

Acting under instructions from the P. M. G., I shall not make up a mail for the Cherokee this day. Respectfully, your obt. servt.,

M. O. Roberts, Agent, &c. WM. V. BRADY, P. M. ACTING CONSUL MORELAND TO COMMANDER DAVEN-

Consulate of the United States, Havana, Nov. 1, 1852

Eir-I have to advise you that Judge Ceneklin, who celled here on the business of the steamship Crescent City, has come to an understanding with the Captain General on the difficulties lately existing in relation to that ship, which is arranged so that that vessel may enter port, deliver her passengers and mails, receive others in return, and proceed as usual heretofore; but that Captain Porter and William Smith, Esq , shall not land here. I give you this information for your govern-

(Signed) JOHN MORELAND, Acting Consul. To the Commander of the U. S. Mail steamer Crescent

ment; and am your most obedient servant,

N. B - Judge Sharkey is here, and will take charge of the Consulate to morrew morning.

MR CONSUL SHARKEY TO COMMANDER DAVENPORT.

CONSULATE OF THE UNITED STATES, | HAVANA, NOV. 2, 1852.

Commander of the Croscent City-DEAR SIR-In your note of this date, you state the cir cumstances which transpired on your arrival in this port, and ask what will be the state of affairs on your return from New Orleans.

an interview with the Captain General, and shall pro-City. You are aware that our Minister to Mexico, Judge Concklin, and Commodore Newton of the United States

They, it seems, came to an understanding that the Creecent City, on this trip, about discharge her mails and passengers as usual, but that neither Captain Por-ter nor Purser Smith, should they be on board, would be informed of the nature and extent of that agreement by the communication of Mr. Moreland, the acting Consul.

which has been handed to you.

I was informed by his Excellency that by agreement he had only conceded this privilege to the Crescent City on her passage from New York to New Orleans, and that it did not extend so far as to allow the same liberty on her return from New Orleans, in case Captain Porter or Purser Smith should be on board, but if she should come here on her return trip, without either of these officers, she would be received without molestation.

I stated to his Excellency that the owners of this line of steamers resided in New York, and it might therefore be impossible to make any change in New Orleans; but this produced no change of determination. The Captain General has received a letter from the

Spanish Minister at Washington, in which the Minister tive menner that Mr. Smith should not return in the ship, and authorized the minister so to state to the Captain General This letter was shown to me, and trans lated by Mr. Savage who was with me. His Excellency expressed much regret that the pledge

had not been kept.

I could give no satisfactory explanation of this matter. and remarked to him that Mr. Smith was not an officer of the nasy, and the government had, therefore, no power

to remove bim from the ship. His Excellency seemed to be fixed in his determination

that the ship should be excluded from her usual privileges on her return if Mr. Smith should return in her. My understanding at the time, was that the ship would not be permitted to enter the harbor. Mr. Savage, who from any communication from the shore, and he is proba bly right. This, then, I presume, is to be the condition of affairs on your return. It is possible that some despatches may reach here from Washington, in the mean time, which will induce a change of determination, but this Having fully answered your note, I have the honor to be, your obedient servant, (Signed) The departure of the Cherokeo, in fulfilment of the contract between Mesers. Law & Co. and the

government, and her reception, with Purser Smith on board, by the Cuban authorities, is the next chapter in this affair. We will lay that before our

readers in a week or ten days, more or less. THE JAPAN EXPEDITION.

The Departure of the Steamship Mississippi, THE STEENGTH OF THE SQUADRON, MTC.

The long-delayed raval expedition is at last partially on its way—the steam frigate Mississippi, the flag ship of the squadron and bearing the broad pennant of Commodore Perry, having sailed from Norfolk on Wednesday ast, for Jeddo. by way of Madeira, where, probably, th equadron will rendezvous. The store-hip Talbot loaded with maleriel for the expedition, sailed some little time back. The remainder of the vessels destined for the ex pedition, will follow, it is understood, in detachments, as

The following exhibits the effective force of the squad-

St. Many's, do. do. 22
Vincennes do do 22
Rasse frigate Macedoniau 22
Brig of war Porpolse 10
Storeship Southampton, 32 lb. guns 4
Do. Lexington, do. 4
Do. Talbot, do. 4

The Vermont, the largest vessel of the squdron, is a fine ship of the line built in Boston in 1848, and used for some time past as the receiving ship at the Charlestown navy yard, where the is fitting for the expedition. She will leave as scon as she has received her full complement of men-the difficulty of obtaining which for herself and several of her comorts being given as the cause of the great delay in the departure of the expedition.

The steam-frigate Mississippi. the flag ship, is about eleven years old, and is a fine, staunch vessel, though not considered by many as a model of naval architecture; her rather clumsy appearance aft having been the subjest of pretty general condemnatory criticism while lying inside and out, and manned as she is by some of the itite of our navy, will prove an ugly customer to come in col-lision with She was built at Philadelphia, in 1841, and has been in commission ever since, having meantime visited the various ports in the Mediterranean, and but lately arrived from a visit to the British Provinces, where the conveyed Com. Perry, deputed to inquire into the

fishery troubles.

Commodore-Matthew C. Porry. Captain-S S. Lee, (late McCluney, transferred to the

Captain—S S. Lee, (late McCluney, transferred to the Powhaten.)
Captain of the Fleet—H. A. Adams.
First Lieutenant.—Aifred Taylor.
Flag Lieutenant.—J. Contes
Lieutenants.—J. P. Bond, W. Lanier, Silas Bent, J. M. B. Clitz, C. M. Morris.
Purser.—William Speiden
Acting Master.—William Speiden
Acting Master.—William Webb.
Surgeon.—D S. Green.
Astient Eurgeons.—L. J. Williams, A. M. Lynob.
Chaplain.—Geo. Jones.
Passed Midshipmen.—J. H. March, P. G. Watmough,
Waiter E. Jones K. R. Breese.
Midshipmen.—W. M. Armetrong, S. C. Mish, J. W.
Shirk.

Shirk
Chief Engineer-Jewe Gay.
First Assistant 'ngineers-Robert Danby, William

First Assistant Ingineers—Robert Dandy, White Holland
Second Assistant Engineers—G. T. W. Logan, W. H. Rutherford G W Als nander
Third Assistant Engineers—E. D. Robie, J. D. Mercer.
Cemmedore's Cierk—A. S. D. Portnam.
Fleet Cierk—N. R. Adems.
Captain's Cierk—W. Spalding.
Purser's Cierk—W. Spalding.
Purser's Cierk—Wm. Spiden Jr.
Pouser's Steward—Benjamin Roberts.
Peastward—Amon Colon.

Boatswain.—Amos Colson Salimaker.—Jacob Stevens. Carpenter.—Henry M. Lowery. Gunner.—John C. Kitter Acting Master's Mates.—Eliphalet Brown, W. Heine, F. B. Draud.

W. B Draper.
Parine Officers-J. Zeilin. Captain and Brevet Major;
George F. Lindsay, Second Lieutenaut.
The steam Irigate Surquebanna is but two years old, having been built in Philadelphia in 1850. She is at present attached to the East India squadron. Her officers

Lieutenants—S. W. Godon, Thomas T. Hunter, J. B. Rancolph.
Flug Lieutenants—F. A. Parker, Jr., George H. Cooper, Purrer—Garrot R. Barry.
Acting Surgeon—Charles Eversfield.
Captain of Marines—Wm. B. Slack.
Master—John Matthews.
Chaplain—E C. Bittinger.
Acsistant Surgeon—C. F. Fabe.
Commodore's Secretary—J. Wiley Anlick.
Engineers—Samuel Arebbeld chief.
First Assistants—G. F. Heberd H. H. Stewart.
Escond Assistants—E. Fithlan, J. C. E. Lawrence, E. Groeby.

Becond Assistants—E. Fithian, J. C. E. Lawrence, E. Crosby
Third Assistants—T. A. Shock, A. Henderson, S. D. Hibbert
Passed Midshipmen—C. E. Thorburn, E. C. Stockton,
O. F. Stanton, C. E. Hawley, F. A. Boardman, R. L. May,
Captain's Clerk—A. Vandenheuvel.
Beatswain—R. L. Follins,
Gunner—C. B. Oliver,
Carpenter—J. Green,
Sailmaker—W. Kyan,
Purser's Clerk—J. H. Hartzel.
The steem Clerk—P. Powhatan is the newest vessel of the

The steam frigate Powhstan is the newest versel of the

squadron, having been in commission but a very few months. She was launched at Norfolk in 1860. She is a superb vessel, both in model and machinery, and in spect is said to excel any steamer in the navy. The list of

is said to excel any steamer in the navy. The list of officers is as follows:—
Captain—William J. McCluney (late Mervine, transferred to the Independence).
Lieutenants—O. S. Glisson, R. R. Pegram, F. S. Haggerly, J. H. Adams, W. E. Boudinot.
Master—H. K. Stevens.
Purfer—J. Bryan.
Surgeon—J. A. Leckwood.
Purfed Assistant Surgeon—C. H. Wheelwright.
Assistant Surgeon—C. H. Wheelwright.
Assistant Surgeon—A. Schriver.
Passed Midshipms n—R. Stuart, E. Y. McCauley, W. Low

V Low Chief Engineer-G. Sewell. First Assistant Engineers-M. K. Hall, Jno. P. Whip-Second Assistant do -J Farcu, G. Gideon, W. H.

King.
Third Assistant do.-M. S. Stean, H. Fauth, Le Roy

Third Assistant do.—M. S. Stann, H. Fauth, Le R. Arnold.
Captain's Clerk.—H. G. Spafford.
Purser's Clerk.—J. B. Floyd.
Marine Officer (Captain by brevet).—Robert Tapsill.
Boatswain.—M. Whiding.
Gunner.—T. P. Venable.
Carpenter.—J. O. Butler.
Suit maker.—G. Packer.

The Powhstan arrived at Norfolk on the 27th instant, from Pensacola. The steam frigate Alleghany is about five years old, having been built at Pitteburg, Penn., in 1847. She is

now at Norfock, fitting out. The sloop of war Saratoga was built in 1842 at Portsmouth, N. H. and is therefore about ten years old. She is rated at 20 gups, and formed a part of the Fast India

The sleep of war St. Marys was built at Washington, in 1844, and is rated for 20 guas. She was at Batavia, it July last, from Hong Kong. Her officers then com-

rised:—
Commander—Geo. A. Magruder.
Lieutenente—James S. Biddle, Robert M. Wyman.
Acting ineutenents—Thos. G. Carda, H. C. Blake.
Acting diester—John Young
Passed Nid-bipmen—Wm. R. Mercer, D. A. Forrest.
Surgeon—John J. Abernethy.
Assertant Surgeon—Richard B. Trensfelle.
Furer—A. E. Waten.
Lieutenent Warlo.s—George R. Graham.
Midebigmen—Wm. H. Ward, James A. Green, Benj. P.
Oyati

Captoia's Clerk-Pravols H. West, Captoia's Clerk-Pravols H. West, Captoia's Clerk-Pravols H. West, S-limsker-Wm. B. Fugit, Postswain-John R. West, Captoia's Control

The sloop of war Vincennes rates as a 20 gun ship. She was built in this city in 1826 and is therefore about twenty six years old. She has been attached to the Pacific squadron, and is now atting as the Brooklyn

The rance frigate Macedonian was esptured from the British in 1812 and rebuilt in 1836. She has labely been "raseed" having been reduced from a three to a two decker and re-christened the Ruleigh. Her old name is intended for a new vessel of war, now building. She is now preparing for the expedition, at the Brookiya Navy

The brig of war Porpoles is a ten gun ship, and was built at Boston. in 1838, and lately attached to the African equadron. She is now fitting at the Brooklyn Navy Yard having arrived there from Port Prays on the

Of the three store hips which accompany the expedi tion, the Southampton was built at Norfolk in 1845, and the Lexington at New York in 1825. They are both fitting at our Navy Yard The Taibot is a merchant ship for a long time engaged in the Canton trade, and is merely chartered by the government for this expedi-

The Japan squadron thus embraces thirteen vessels viz:- one ship of the line, four steam frigates, one rases frigate three sloops of war, one brig of war, and three tore ships carrying 236 guns, and a force (including those of the storeships) numbering about three thousand have hundred men in addition to seven hundred marines, which will bring the effective force of the squadren up to four thousand exclusive of officers. The steamens are each provided with two Paixhan shell guns of the largest calibre, fixed on revolving carriages, so as to sweep the horizon; which will discharge shalls of 68 and 120 tha cach. They also mount long 47s, and each will earry two brass field pieces, for shells or canlister shot. The brig of war Porpoise, and the sloops of war Baratega, St. Marys and Vincennes will mount 32 pounders. The Vermont will carry long 42's on her lower deck, long 32's on the second, and short 18's on her upper.

It is stated that Com. Joshus R. Sauds is ordered to the Alleghary, and that Captain Hiram Paulding will com-mand the Vermont. The names of the officers destined been promulgated. We shall publish them immediately we receive authentic lists.

The expedition will take out a locemotive and relient cars, and ten miles of railroad iron; a telegraphic appara-tus, with wire sufficient to lead from the Emperor's pulsec to one of the principal towns; an apparatus for taking deguerrectypes; a magnificent barge for the Mm peror, and some fifty boxes of demestic goods, of all de-scriptions. It is also stated that Mr. John Williams, formerly telegraphic operator on the O'Reilly line in Buf. falo and recently on the House line at Ution, has been appointed by the government to accompany the expedi-tion, to display the powers of the electric apparatus—al power of us outside barbarians, upon the minds of the na-

Brooklyn City Intelligence.

Long Island Milliarray appairs—The Firth Brigade New York State Millia, was held on Friday, the 26th met, at the City Armory, General Duryes in the chair, and Lieutenant John O'Rourks acting as socretary. A committee, previously appointed, consisting of Coloned Jesse C Smith Captain Sprague and Lieutenant O'Rourks, to investigate the feets attending the grant of 250 musks for the Long Island Irich Vointeers, by Major Berry, of Willismeburg, on application of Captain Powers of that bedy, made their reports from which it appeared that the committee had a personal interview with Captain Powers and Major Berry, both present, and that no deception or bad faith had been used by the Captain for the purpose of obtaining muskets for the late parade, as had been alleged It was thereupon resolved that the report should be taken as a complete expression from any imputation of mirechauct in the premises. The report of the Captain of Nice, (three officers from each regiment the 18th, 14th, and 70th) to whom was referred the question of the admission of a new regiment into the prigota, cailing themselves the Long Island Volunteers, was read by Major Bait. The report attact that the committee had requested the attendance at their meeting of Captain Powers and collergues, who were present when the question was discussed and that on the occasion the following the present who the consistent the following the meeting of Captain Powers and collergues, who were present when the question of the officers and collergues, who were present when the question of the officers and collergues, who were present when the question of the officers and collergues, who were present when the question of the officers and collergues, who were present when the question of the officers and collergues, who were present when the question of the officers and collergues, who were present when the question of the officers and collergues who were present when the question of the college of the college of the college of the college

principles of equality and unity.

Second.-That the present regiments were not full, and that the new regiment would take their forces and pre-

that the new regiment would take their forces and prevent their increase

Third.—That such new regiment proposed to adopt a
peculisr uniform not that of the State.

Fourth.—That the fund: received from the county
wers not adequate to the support of three regiments,
much less four.

There views were met by the committee of the Irish
regiment by the following suggestions and pledges:—

First.—That the said proposed regiment desired to be
coverned by the same laws and unsers another regiment.

ized, should be called by its regimental number, and only so known
Second—That said new regiment would not be composed of any company or persons in the present regiments and would not be created at the damage of existing organizations; and that a regulation had been adopted to that effect by said proposed new regiment.

Third—That said new regiment was willing to adopt and wear the regular State uniform.

Fourth—That the amendments of the present militial law, so as to piace it on the same footing as that of the first division, with the increase of population, and a more perfect enrollment would give and save enough to support a new regiment.

In view of these diedger and statements, the committee seemed to be of opinion that the organization of the new regiment would not affect injuriously the interests of the calcing regiments; and, intermuch as the act of Congress in relation to the militia, allows of four regiments to a brigade, there did not appear to be any objections, previded there be men enough to compose such regiments, and funds enough to support them. With these views, and a recommendation that the Brigade Board should take measures to procure the passage of certain smeadments to the militia law, the report was submitted and atopted. This business being dispersed of, a series of resolutions were submitted by them. Durys, in acknowledgment of the resent official visit of of Major Gen Ward and his staff at the late enousyment at East New York; of the visit of Brig Gen Herriman, and Cols. Hempstead and Hamilton, and the officers and soluter of the Sixth brigade on the same occasion; in soknowledgment of the services of our Secator and Representatives in the State Legislature for the increas takes by them on behalf of the mintary; of the kindness of first. Howard and Mr. Whalen for the ground used for the enesumpment; and lastly, expressing the thanks of the fifth Brigade should held quarrerly me-tings hereafter, on the first Friday of January, April, and October. Lient, John O'Rourke was elected perman

Lieut John O'Rouike was elected permanent secretary. The meeting then adjourned.

Another Campinate in this Firild.—Several meetings have been held during the past week, by representatives from a number of ergine companies, for the purpose of fourting up a new candidate for the office of Olsie Engineer of the Fire Department. Two men.—Massus John C. Roach and John J. Green—had previously been nominated for that effice by a convention of the while department, regularly called and regularly conducted; but it seems that there are other men who desire to fill that responsible station, and shother—Mr Israel D. Neison exforcement of Engine Company No. 3—has consequently been placed in a camination. So now there are three candidates from which to choose, and probably by the time of the obscion there will be some half dozen more.

MUNDERSON ABSAULT—On Wednesday night last a no-gro named Andrew Johnson, who was quietly passing slong atlantic street near Crimton avenus, was violently assaulted by two men, and besten in such a shocking manner that his life was for some time decoared of. He was found lying senseless, some time afterwards, and the Fourth district police being notified of the fast, conveyed him to the station house, where he was provided with medical areistance. The cownedly assaulants have not been detected as yet.

Takes the Back Thack—The Europay Ondinares.—

been detected as yet.

Tains and Back Taack—The Sunday Ondersames.—
Orders were on Saturday svening received at the different station between directing the daptains of police not to interfere with the tayern keepers yesterday, but to report all who were found selling liquor, so that proceedings egainst them may be taken hereafter in the proper way.

From Mexico.

[From the Panama Echo Nov. 17.]

From El Sigio Diez y Nueze of the lat of Nov., walcarn that the text of Maximum was closed by the government of Maximo on the 27th of Ostober, on account of an insurrectionary difficulty there. The government, in the cacres to this effect, declares that if duties are paid on foreign goods which may be entered to the insurrectionists, at the prices to which they have reduced the tariff, the said duties will have to be repaid at the old ratter when said goods are transported into the interior. The rest of the news is of but little importance.

Police Intelligence.

Alliered Fugitnes from California—Yesterday office.

Alliered of the first ward, arrested two persons amount James and Joseph Kineev, on schage of naving emberged \$2400 the property of their employers. The complainers, therein, followed after the accused parties from plainers, therein, followed after the accused parties from plainers. The prisoners were conveyed before Justice Osternation.